

RE:Docket#4521 I oppose incorporation of Part 91 ride giving operations currently operating under CFR 119.1(e) into Part 135 operations. The post WWII reservoir of qualified pilots has dried up, where are our future Commercial and ATP rated pilots to come from? How are we to ignite the interest and enthusiasm in Aviation among the young of today without the sights and sounds of the aircraft of yesteryear. Fixed wing, single engine Part 91 aircraft have half the accident rate of those operated under Part 135 and are flown by owner/pilots who keep them meticulously maintained due to frequent inspections by FSDO Inspectors at the numerous air shows they attend. The owner/pilots don't get rich offering flights, they only charge enough to offset the expense of operation, if they couldn't do that, these vintage aircraft would cease to exist and end up as static exhibits and "hanger queens". The pilot/owners fly these vintage planes only due to their love of aviation and introducing the general public to the thrill of open cockpit flying as in the days of long ago. Why issue such a draconian and all encompassing rule because of a few Part 135 helicopter accidents in Hawaii?